

DRAFT

division I
introduction

Development Standards

The Development Standards for Planned Development 32 (PD-32) are intended to be consistent with the City of Long Beach Municipal Code (LBMC) except as otherwise noted. They are mandatory provisions that along with the Design Guidelines and the Development Agreement (DA) between McDonald Douglas Corporation, a wholly-owned subsidiary of the Boeing Company (Boeing) and the City will govern the development of the Plan Area within the City of Long Beach as defined in the Plan Boundary Map (see Figure 3 on page 11) unless a variance is obtained. They regulate areas such as land use, density, height, setbacks, streetwalls, view corridors, open space, parking/ loading and access.

The City of Long Beach may, at its discretion, grant variances to the Development Standards contained in this document where the enforcement would otherwise constitute an unreasonable limitation beyond the intent and purpose of the Development Standards, and where such a variance is consistent with the public health, safety and welfare.

Although every attempt has been made to make these development standards consistent with the LBMC, the Department of Planning and Building of the City of Long Beach shall resolve any conflicts between these two documents as part of the Design Review Process.

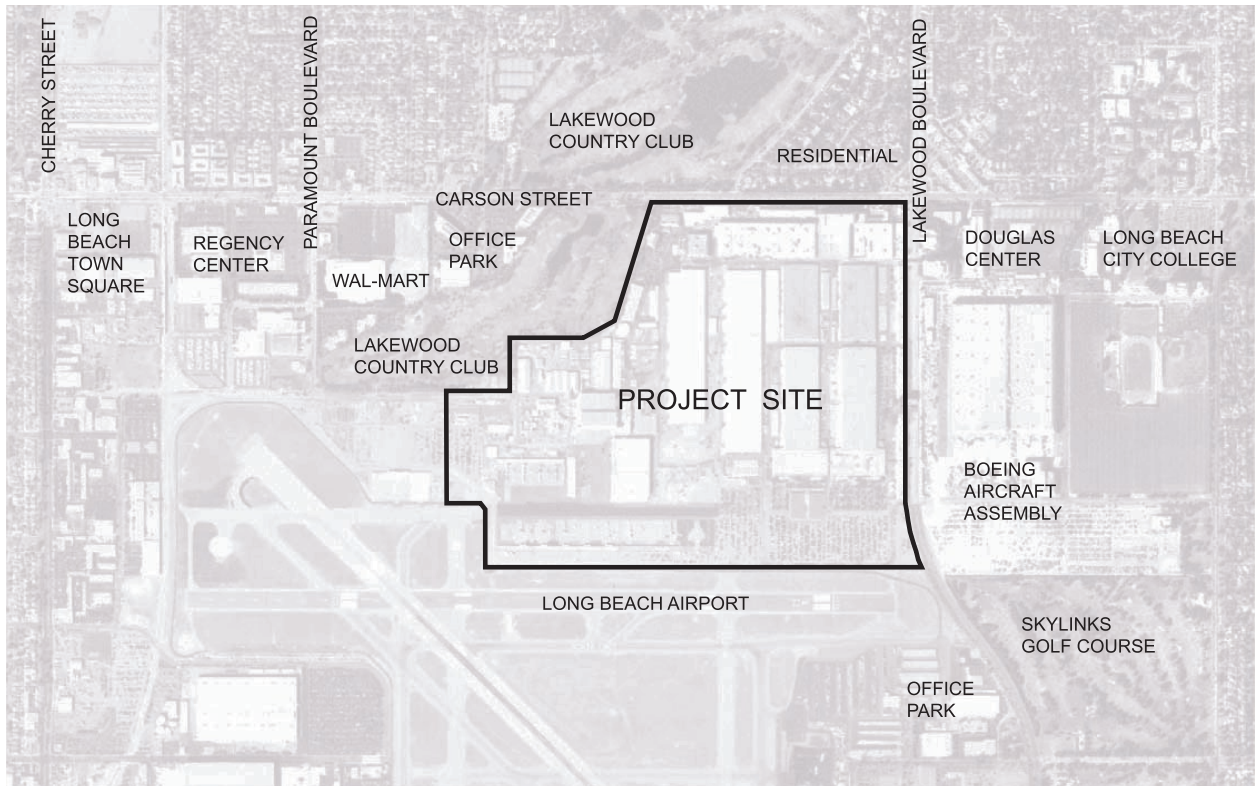


Figure 1 : Project Site and Vicinity Map

Intent

In reviewing development proposals and land use issues, the City Council, Planning Commission, and Site Plan Review Committee shall be directed by following goals and objectives:

General Urban Design Goals

- The Master Plan shall acknowledge and appropriately respond to the varying contexts and adjacencies of the site – arterial boulevards, airport and airplane manufacturing, golf course and commercial and residential uses.
- The Master Plan shall create an Urban Design Framework that ensures the creation of a distinctive environment that creates long-term value and quality while being flexible enough to accommodate changes in the economy and real estate market. The urban design shall be based on a framework of proven historical patterns and precedents found in Long Beach's distinctive and historic neighborhoods.
- A sense of place shall be created with clearly defined street hierarchy and character. The majority of Long Beach streets are laid out in a rectilinear grid pattern, which is appropriate to creating compact, walkable districts and neighborhoods.
- The master plan shall establish pedestrian orientation and human scale by limiting block sizes to those based on historical patterns and precedent:

Streets

- Design streets as places of shared use. Design streets as public open space to promote pedestrian orientation, sociability and safety. Street Right-of-Ways should be consistent with the minimum standards set forth in the Long Beach Municipal Code (LBMC table 47-1).
- Commercial streets should be scaled appropriately to accommodate pedestrian sidewalks and planted parkways. Major arterial streets with multiple traffic lanes should include landscaped features to maintain an appropriate human scale, and as a way to interface between residential and commercial uses.
- In accordance with the Master Street Tree Plan (see Division V), street trees shall be located to provide shade for pedestrians, and provide appropriate scale and rhythm to the street (regular spacing and consistent alignment).
- Street trees, parkway treatments, gateways and other landscape elements shall reflect the character of the community's most distinctive maturely landscaped streets (i.e. Bixby Knolls, Virginia Country Club, and Park Estates for residential streets and Ocean Boulevard in downtown Long Beach for commercial streets).

Open Space

- The Master Plan shall incorporate public open space and parks to mitigate congestion and provide relief and recreation (in addition to providing private and usable open space per code LBMC Section 21.31.230).
- Locate parks as focal points in the residential portion of the master plan while creating a sense of invitation and comfort to a diversity of users.
- Design the parks to have a variety of passive and active uses while maintaining a serene character.

Residential Uses

- Consistent with the Residential District Standards of the LBMC Chapter 21.31, create residential districts that are based on the scale and character of traditional Long Beach neighborhoods.
- In single family detached uses, locate garages at the rear of the property, accessed from rear alleys. This will maintain the sociability and pedestrian orientation of the neighborhood by limiting curb cuts and garage doors on the street.
- Promote high quality construction and amenities in a variety of architectural styles that promote well-being, neighborhood sociability and maintain value. Architecture should include features drawn from historic patterns and scale.
- Establish residential districts that reflect traditional neighborhood patterns, take advantage of open space amenities, and are compatible with adjacent land uses. Create appropriate and compatible transitions between single family and multi-family districts.
- On selected streets, establish “build to” lines that create a consistent street edge that defines the street as a pedestrian friendly cohesive space.
- Design residential units on the first level with individual stoops, porches and entrances to create visual interest, street level activity and neighborhood cohesion.
- To the extent possible, parking should be located below multi-family residential buildings in subterranean or semi- subterranean structures.

Commercial / Mixed-Use Uses

- Development should emphasize pedestrian orientation and the creation of a distinctive village-like urban environment that mitigates conflicts between proposed commercial uses and new and existing residential uses.
- While carefully planning for the needs of vehicular circulation, emphasize a pedestrian friendly character with buildings located at front setbacks. Locate parking in structures or at the rear or side of buildings.
- Development should be appropriately scaled and based on compatibility with adjoining uses.

Design Review Process

This section of the PD-32 Development Standards establishes the procedures and requirements for review of development and use permits, and shall be consistent with the LBMC. PD-32 will have two entities, the Boeing (or its successor) Design Review Committee (DRC) and the Planning and Building Department of the City of Long Beach (City), which will play a role in reviewing and permitting development proposals. These procedures are established in order to coordinate the review by the two entities.

The role of the DRC is strictly advisory, and its decisions shall not constitute implied City approval of a proposal. The Design Review Process with the City shall be governed by the Site Plan Review process contained in Division V of LBMC Chapter 21.25. The Development Standards contained in this document along with the Design Guidelines for the project shall be used by the City throughout the Site Plan Review process. Proposals not complying with these documents will be deemed unacceptable, and will be rejected.

While the City will strictly adhere to the requirements of the Site Plan Review process in the LBMC, the following provides a general guide to the applicant for the overall design review process, including special submittal requirements in addition to those in the LBMC.

Step 1 : Conceptual Site Plan Review

Applicant shall submit conceptual plans in accordance with the application filing requirements and instructions of the City of Long Beach Planning Permit Application to the DRC for an initial review of compliance with the PD-32 Development Standards and Design Guidelines. Following such review, the DRC shall acknowledge conceptual approval of submittal in writing to the City prior to the applicant submitting plans to the City for Conceptual Site Plan Review in accordance with LBMC Section 21.25.502.B.

In order to maintain consistency with the maximum density thresholds stipulated in the Environmental Impact Report and the Development Agreement for the project, the initial written approval by the DRC shall include a summary of the total number of residential units and/ or commercial density (building area) approved and remaining to date. Both the written DRC approval and density summary shall be included as part of the initial submittal to the City for Site Plan Review.

Step 2 : Site Plan Review

Upon approval of Conceptual Site Plan Review by the City, the applicant shall submit a Design Package in accordance with the application filing requirements and instructions of the City of Long Beach Planning Permit Application to the DRC for review. Upon

review and written acknowledgement of approval by the DRC to the City, the applicant shall submit the Design Package to the City for Site Plan Review in accordance with LBMC Section 21.25.502A.

Step 3 : Compliance Check

Applicant shall submit a Final Design Development Package (site plan and architecture) to the DRC for compliance check. The main purpose of this step is to confirm that project development is consistent with prior approvals and conditions prior to submitting for Plan Check with the City (construction ready documents). The City, at its discretion, may require submittal of this package for compliance with conditions of approval.

Step 4 : Record Set

Upon receipt of Building Permit, the applicant shall file a complete copy of the permitted plans bearing the City stamps of approval with DRC.

Federal Aviation Administration (FAA) Approval : During the design process, the applicant must complete and submit Form 7460-1 to the FAA. Prior to issuance of a building permit a copy of all written findings from the FAA regarding compliance with Part 77 height limit regulations related to the Long Beach Airport.

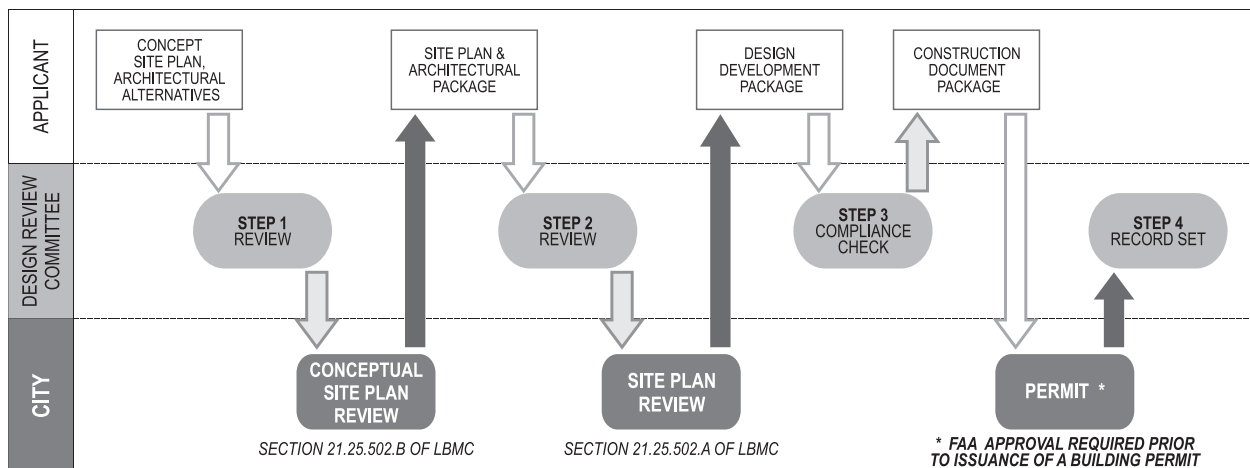


Figure 2 : Design Review Process

